

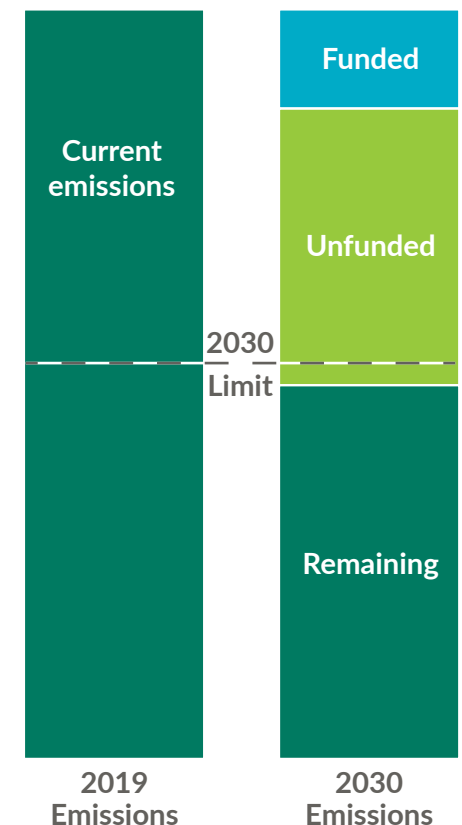
# Summary of WSDOT's Electrification Plan and funding needs to meet 2030 GHG limits

WSDOT is working on wide variety of actions to reduce agency greenhouse gas (GHG) emissions; many of these actions involve electrifying our energy use, as well as improving our energy efficiency. The actions listed below are sufficient to meet agency 2030 GHG reduction limits as established by ESSHB 2311 in RCW 70A.45.050. However, most are not funded.

## EMISSION REDUCTIONS AND FUNDING STATUS

GHG Reduction Action	Emissions Reductions (MT) by Funding Status	
	Funded	Unfunded
<b>Green electricity purchases</b> WSDOT has signed contracts with Avista and PSE to purchase "green" electricity	10,900	—
<b>Ferry vessel operational efficiencies</b> Improving vessel trim on less than fully loaded vessels and keeping picklefork doors closed	1,500	—
<b>Jumbo Mark IIs – 2 engine operation</b> Operating vessels on two engines instead of three reduces the number of engines operating and allows the engines to operate at more efficient loads	4,500	—
<b>Terminal efficiency improvements</b> Energy efficiency improvements at terminals are reducing energy use	230	—
<b>Clean Energy Transformation Act</b> Enacted in 2018, CETA requires utilities to provide net zero GHG electricity in WA starting in 2030	13,500	—
<b>Wenatchee hybrid conversion</b> The first vessel to be converted to diesel electric hybrid	2,200	—
<b>LED highway lighting - unfunded</b> Converting all highway lighting to LED fixtures (see table on reverse)	—	4,000
<b>Unfunded WSF vessel actions</b> Planned vessel retirements (7), new vessels (7), additional hybrid conversions (2), and shoreside charging (3 routes) will collectively reduce emissions (see table on reverse)	—	88,000
<b>Total metric tons reduced</b>	33,000 MT	92,000 MT

## Current and Projected GHG Emissions



## FUNDING NEEDED OVER NEXT 4-6 YEARS TO ACCOMPLISH CURRENTLY UNFUNDED ACTIONS

Action		Funding Needed
Convert highway lighting to LED	NWR	\$10.0 M
	OR & SWR	\$9.0 M
	NCR, SCR, ER	\$6.0 M
WSF Vessel Actions	Hybridize 2 more Jumbo Mark II vessels	\$66 M
	Seattle Terminal	\$12.8 M
	Bainbridge Terminal	\$11.7 M
	Clinton Terminal	\$13.0 M
Total		~\$128.5 M

## FOR MORE INFORMATION, CONTACT: Karin Landsberg

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## ADDITIONAL AGENCY ACTIVITIES

In addition to the activities listed above, WSDOT is working to improve our energy efficiency and reduce GHG emissions in other areas.

- **Stationary Energy Use**
  - Tracking energy use and benchmarking WSDOT owned buildings to understand what our energy use is and identify potential opportunities for improvements
  - Setting a zero net energy (NZE) target for new facilities to ensure new buildings and major remodels are as efficient as possible and have the capability to meet the rest of their energy needs onsite
- **Vehicles, Trucks, and Equipment**
  - Continuing to use biodiesel to the extent practicable
  - Expanding electric vehicle use and providing associated charging equipment
- **Public EV Charging Infrastructure**
  - Continuing to build out public electric vehicle infrastructure through grants
  - Helping a broad range of residents have access to electric vehicles through low income electric vehicle car share grants
- **Public Transportation**
  - Supporting transit agencies in their efforts to shift to alternative-fueled vehicles as directed under RCW 43.19.648
  - Administering the Green Transportation grant program to provide funds for zero emission vehicles and infrastructure to transit agencies across the state
- **Aviation**
  - Overseeing the Electric Aircraft Workgroup Phase II study
- **Construction**
  - Monitoring interest in considering the embodied emissions in construction materials and potential tools to evaluate embodied emissions